### NEW YORK CITY.

THE COURTS.

UNITED STATES DISTRICT COURT.

Before Judge Blatchford. ilers, who declare they are willing to cting the revenue. Judge Blatchford de-d, except some good reason was shown for except the Di-trick Attorner would give an onsent to bonding, which he declined to do.

be case of John W. Caldwell vs. David J. Harding rs, in which the plaintiff sought to recover cer

Cinims of Creditors to the Stock of

has obtained by fraud, and that all the creditors ight to claim them.

James, for the bankrupt, made no objection feer being dismissed upon the grounds urged by orra. Until an assu nee was chosen, there was representing the rights of the creditors. Blatchford said that the creditors relied upon of the bankrupt in obtaining the goods, and ct no debs was created at all. Under these mess the order would be refused. The ashen chosen had his remedy against every

SUPREME COURT-CHAMBERS. :

Right of Trial by Jury-Motion to Dis-

upon habeas corpus to discharg for the discharge, upon habeas corpus from Biackweil's Island. The prisone

Stuyvesant-Bowran Crim. Con. Suit-Apn to Discharge from Arrest.

or the defendant, for an order requirt jail in default of \$5,000 ball, the alother in the approaching discrete shis, and for the all effect that the prosecution and arrest of Bowran project upon the mind of the public tiew of the near approach of the trial in the suit for arc, and that every word of the affidavit of Sulivan rging deponent with adu tery with Bowran is otterly entirely faile. The affidavit of William B. Barber form that deponent with ada several interviews a Theodore city we ant subsequent to the commencent of the action for divorce; that in reference to some and defamatory libels and pictures published in a aim newspaper, the planning stated, upon showing of the pictures and libelious paragraphs to depote, that there was not one word of truth in it, and that said Theodore Stu weam has, upon other occasions, anded the statement; and that Sulivan is a boy who deasily be induced to make an affidavit of facts and omstances which did not, in fact, ever take place, so Van Vorse, affer heating the affidavits read, grant-the order to show cause applied for, and made it arrable on Monday morning.

Before Gideon J. Tucker, Surrogate.

wills of the following deceased persons were ad-1. G. Walter Jewes-on, Heary W. Hicks, Francis H. 2. John F. Ramsey, Lonzo M. Keeler, Eliza Ann ters of administration were issued upon the fol

ing estates:—Toress Lyons, Fauny Ryan, Edward C. Connell, David Russell, John S. Reed, Mergaret rie, Agnes Walker, Mary A. Rose, hitles Bradley, Iam Clav. Elien Crassle, Hannah Doran, James rray, Elizabeth Moore, Conrad Schoenlein, William Earle, James Johnston, Nathan Parker, John ppay Ernst Huebner, Mary M. Driscoll, Peter G. nour, James J. V. Christopher.

etters of guardiaeship were granted for the follow-mitors:—Thomas J. Hinch, guardian Ann and Hugh Neit; Patrick M. Niece, guardian James Coyie; Louis rbroter, guardian Frederick L. Frensch; Thomas sith, guardian Mary Smuth; Isanc H. Ford, guardian mes and Elizabeth Meore; Esizabeth Schoenlein; ardin Mary, Frederick and Elizabeth Schoenlein; argari Clark; guardian William J. Clark; Margaret rane, guardian Anna, Charles, Edward, Katle, Mary if Join Stirsney.

# POLICE INTELLIGENCE.

GEFT ON A SCHOONER,—William D. Scott, of the cooner Hud and Frank, lying at pier 39 East river, apared before Justice Manufield, at the Essex Market Po Court, yesierday afternoon, and deposed that he had on o believe that a colored man, named John Wilns, lad, in company with another, entered the cabin the shooner and took there rom a watch, pantaloons, and money to the total value of 39. Williams, who eard to be a quiet, respectable follower of the sea, de-fall knowledge of the theft, and stated that he vis-thescroon ryested by for the purpose of getting dolars from the cook, which that important person-on board all ships was indebted to bim. In default half be accused was committed to answer.

et jal, committed there until called for trial at the reet jal, committed there until called for trial at the social Secsions by Justice Manafield, of the sird District Police Court, for stealing or king, or borrowing and not returning—as a cuployer, Ferdinand Erhardt, of the First renue averred yesterday afternoon—a lamp of the site of four deliars. The secured admitted he had ken the lamp from where deponent put it," but dedetesting, and yet could not say what he had done ith it. As the after seemed to be quite smoky, and as to ligh of accuration famed rather dimity about it, his one calculated not to fully commit Stark, but to hold im for examination. The accused took matters very only, and walked to his cell with all the nonchalance of a "oldbird," up to such untoward turns in the wheel

amed Barbara Danner, was arraigned before Justice ansfiell, yesterday afternoon, on the complaint of her lo, Atam Danner, who charged that she was very unnote, Atam Danner. who charged that also way very un-nif, would not obey him in any particular, and would an away from the places he had hired her services to. "Why do you run away from the houses he puts you ar" saied the magistrate,

go to him."
"I am quite withing to have her live with me," remarked the complainant.
"Are you related to the girl?"
"You air, I am her uncle."
"You will go home and live with him?" said the

agistrate,
"I don't want to," she responded. "I don't want to."
"What will you do, then?"
"Ge into the country."

"What will you do, thon?"
"Ge into the country."
"Where to?"
"Orange, N. J., sir. I know a lady there. I lived
with her mother a month."
"What is the lady's name?" asked his Honor.
This was evidently a poser. The young girl commenced to sulk and refused to answer. "Why do you
lie so?" here remarked her unlos, at the same time
roughly striking her hand from her mouth. The child—
for she scarcely in years can be called more than a
child—turned upon the man, her eyes flaming with
anger and dancing in her head like those in a wildcat's, and answered:—
"I don't lie! And you know it!"
"You are commencing early," said the magistrate,
who had been watching her narrowly. "What will you
be, if you follow the path you are now on, a few years
hence? I shall have to commit you. Perhaps you will
be in botter humor to-morrow."
The girl turned sullenly away, and unhesitatingly followed the officer to prison rather than return to her
uncle's house. The choice was given her.

Alleged Pritonious Assault on a Markied Wowan,—A

they engaged a boy of sixteen years, named Frank Driscoil. On Friday he was sent with a parcel of goods and a bill, amounting to \$30, to West Twenty-second street for collection. Ine boy delivered the parcel and collected the money which, instead of delivering to his employers, he appropriated, it is alleged to his own use. Yesterday morning he was arrested by officer Moarthur and arraigned before Justice Connolly, where it was shown that he had committed no crime, not having stolen the goods entrusted to him; and the crime of embezzlement could not lie against him, mamuch as he (Kuhn) was hot eighteen years of age. The magistrate was about to discharge the bright youth from custedy when McArthur stated he had information to the effect that the boy had stolen \$3 from a former employer, and asked that he be detained until he could inquire further into the matter. The magistrate acquesced in the officer's request and ordered Driscoil to be locked up temporarily. Subsequently the mother of the lad, a very respectable appearing woman, came into court and made affidavit against her son, stating that he was a disobedient and incorrigible boy and praying that he be committed to the House of Refuge until he is of age. An order to that effect was made out by the Judge.

James Morris appeared before Justice Connolly yester ness of Henry Beekman, conductor on car 34, running on the Second Avenue Railroad, a man named John on the Second Avenue Rairoad, a man named John Burns, employed on the line of the road, was run over by the car in Beekman's charge, and so seriously hurt in the forearm, body and thigh that there is very great danger of his dying. From the statement of the deponent it appeared that the man Burns was employed on the Second Aveavation or trench between the rails in the vicinity of firtieth street, removing some of the sleep-rs, when car 34 approached (the horses having previously been detached and the brake placed in the hands of Beekman) at a rapid rate, and, notwithstanding the man's outeries, Beekman made no effort, so far as the deponent could see, to check the speed of the vehicle. Judge Connelly, of the York-ville Police Court, thought the charge of so grave a nature that he refused to accept of bail and locked the accused up to await the result of the injuries inflicted on Burns. The complainant stated to the magistrate that the femoral artery in the right toigh had been cut, and morhage.

according to his own statement, and, in fact, the state-ments of those who know him, is a sober, industrious, hard working man, but notwithstanding all these qualifications, excellent as they may be, poor form is not without his share of the world's troubles. A day or so since he put in an appearance before Justice Dodge. His

Honor seeing him meekly standing before the iron rail. inquired his business.
"I wan't a warrant, sur," says Tom, "to sarve on my

inquired his business.
"I wan't a warrant, sur," says Tom, "to sarve on my mother."
"Oh! your mother, eh?"
"No, sur, but on me wife's mother."
"What has she been doing to you?"
"She bees scowiding me, yer honor, until I can't stand it any longer; and she's always goin' bettine me wife an' meself."
"Is she of very violent temper," inquired Judge Dodge.
"Violint timper, yer Honor! I don't know, sur, but she's the divil wid her tongue."
"What's her name, T m?"
"Judy Hazgerty, yer worship."
A warrant in due form was made out for Judy, and Tom volunteered to lead the officers to the spot where his heart's affliction in the shape of a mother-in-law might be found.
Some time after the service of the warrant hirs, Haggerty, her daughter and the daughter's baby, together with Tom, entered the court, the old dame herself was comfortably dressed, her head gear especially calling for particular attention. If the quilling or her cap was not the most inviolate, its dimensions were certainly in no way contracted. With her hands folded complicently in her lap, Mrs. Haggerty waited with the greatest coclines imaginable the summons before his Honor. At length the time arrived, and form, his wife greatest coolness imaginable the summons before his Honor. At length the time arrived, and Tom. his wife and mother-in law took their places in front of the

and mother-in law took their places in front of the bench.

"That's me mother-in-law," rays Tom, calling the Jadge's attention to Mrs. Haggerty,
Judge Dodge looked at the old lady, and then informed her of the nature of her offence, and asked her if she was guilty of making trouble between Tom and his wife and califing him had names,

"Judge, yer Honor," says Mrs. Haggerty, "he's a mane man to come agin me in this way."

"Well, Judge, I wouldn't come agin her at all but for her tongue. She lives off me and calls me a gravy belly and a guttier, and, Judge, I have witnesses to prove it."

"Whe are they?" inquired his honor, "and are they in court?"

in court?"
"Me brother is the witness, Judge, but he's not in "Me Orothe,"
Ourt to-day,"
"Is he in the city?" asked the magistrate.
"Well," says Tom in a hesitating time, and pulling vigorously on the peak of his cap with his fingers, "he aint here now, your Worship—he's up the country a

"Well," says Tom na hesitating tone, and pulling vigorously on the peak of his cap with his flagers, "he aint here now, your Worship—he's up the country a bit."

"Ah! he me sowl," ejaculated Mrs. Haggerty with a shake of her head, "I'll tell yer Honor where his brother is—he's in the Fententiary."

This plees of information had a visible effect upon the complainant, who, at this piece of news, seemed to act in a very sheepish manner. With a stroggle Tom summoned sufficient strength to acquaint his respected mother-in-law of her legralitude, when the old dame retailated by informing her cherished son that she was independent of him, having ambition enough to make her own living, which she did by keeping an appie stand on Johnny Healy's corner is Barrow street.

Judge Dodge, evidently coming to the conclusion that the case was sugros ing more than its share of the time of the court, and perceiving where the trouble between the parties lay, determined to bring the belligeronts to the sticking point.

"Were you people born in this country?" asked the judge with a smile.

"No, sur," said Tom. "I wus born in Tepprary yer honor, and me wive came from the county Cork,"

"No, Judge," and the comple nant straightening himself up, interrogated the judge in something like the following: "If you wus married to an irinh spaking Irish woman, and you could'nt spake Irish as all at all, wud you like to be kept awake every night wud yer mother-in-law and wife jabberin Irish all the night?" "Is that the case with you?" asked the magistrate. "That's my case to a T, Judge." Just at this moment Mrs. Haggerty's peut up rage broke forth in a volley of Irish, which was answered back by Tom's wife, and taken up by Tom himself appealing lustily to his honor to "hear thom now, and the divil himself could's understand them."

This last remark was too much, Judge, spectators and officers could contain themselves. They left the court, but how the Haggertys and the Feelams have progressed since deponent sayeth not.

A WAIF.—A rather attractiv

ARREST OF ALLEGED HIGHWAYNER.—At an early hour yesterday morning Anthony Buckley, residing at 304 Rivington street, met John W. Bird and John Bantecoper a West street, near Cortlandt, and by their invitation accompanied them to the Battery. They there took a seat within an enclosure, and, after conversing for a stime, Buckley arose and started to go home. Be alieges that one of his companions then eaught him by the throat, threw him

AN INSURANCE FRAUD.-Frederick Moulir, living at wick on the charge of defrauding him out of \$24. On the 25th ultimo the defendant called upon Mr. Moulir the 28th ultime the defendant called upon Mr. Moulir and representing that he was connected with the Firemen's Insurance Company, asked him if he wished to be insured. Moulir replied in the negative, and Chadwick then left. He returned in about two weeks afterwards with what purported to be a policy of insurance in the Fireman's Insurance Company, and, it is alleged, demanded \$24, which Moulir paid him, believing the policy-to be genuine. It is now charged that the prisoner was in no way connected with the Fireman's Insurance Company, and the purported policy-tone, quently of no value whatever. Justice Dowling committed the prisoner for trial.

OUTRAGEOUS ASSAULT.—On Friday night John Grinert.

OUTRAGEOUS ASSAULT. -On Friday night John Grineri lerman, forty-two years of age, it is alleged, decoyed hood, and there committed an entrageous assault upon her. Grinert was sub-equently arrested by officer Combs, of the Fourteenth preciner, and yesterday Justice Dowling committed him to the Tombs for examination. Miss Calkins was suffering to such an exiont yesterday from the effects of the violence caused by the assault that she was unable to leave the house. If able she will be brought before the magistrate to-day

erday morning an attempt was made to fire the tene-ment house No. 244 West Thirty-fifth street, owned by

a boy named Joseph Jerome, also colored, both b brought before Justice Shandley, at the Essex Market Police Court, yesterday morning, charged with the theft of a piece of pipe, three oil cans, and a feed can, valued at \$14, from the vessel, which at present is lying in the harbor. The boy was held for trial at the Special Sessions.

### THE PIER 45 BOILER EXPLOSION.

Further Particulars of the Late Catastrophe

The Coroner's Investigation.
The bodies of the two men who were killed, Christo pher Gory and Owen Kelly, are still at the Morgue, where they will remain uptil the Coroner's inquest is the Coroner is busy in terreting out the facts of the case. to be friends or relatives of the deceased. The of the deceased have identified the bodies. It is the tigate the cause of the explosion, and to elicit such other

It is known of Gory that he spent much of his time in reading scientific works, and was during the dinner dific American, seated in a chair immediately Scientific American, seated in a chair immediately in front of the engine and leading against the blacksmith shop. He was blown through the boarding against which he was leading into the blacksmith shop, and when found was lying beneath the debris and timbers of the building in an expiring condition; he died soon after he was taken out. Gory was a native of freiand, aged fifty-five, and had a wife and five children living at Hempstead, L. L; he had been in the employ of the inman Liverpool Steam Packet Company for the last eight years.

eight years.

His son, Nicholas Gory, a bright lad of sixteen, was employed temporarily in place of his elder brother, and at the time of the accident was within the shed, directly in front of the boiler, polishin this father's boots. He has not been seen since; a policeman, detailed for duty on the dock, immediately at the time of the report made by the explosion, saw among the debris thrown into the air a body resembling a human form, which struck with a crushing weight on the port side bulwarks of the steamer Fulton lying at the adjoining pier, fell into the dock. This, beyond a doubt, is the body, the missing youth. Two cost barges were discharging their freight yesterday on board the Fulton, and, as they occupied a position near the port side wheelhouse where the body fell, it is thought when the barges are removed the body of the youth will be recovered.

Owen Keily, the other man killed, was a fireman on beard the atcamer City of Baltimore, then lying at the pier; he was a native of Ireland, aged thirty-five. He was shipped at Liverpool. When found under the ruins he was lying with his face to the ground, with a large hole in his right cheek, and his neck broken. He lived but a few moments after he was extricated.

While extricating the body of Keily from the debris, a voice was heard to exclaim from beneath the fallen timber: "For God's sake, John, get me out of this!" This proved to be that of William Kerr, the company's blacksmith, whose shop, divided by a passage of four feet, was immediately next to the engine house. When removing him from the debris he exclaimed, "For God's sake, men, doo't put your hands on me." He ries were broken, a tendon in his left log severed, and his face and body terribly bruised. Kerr is an American, and has a wife and family living at Hempstead, Long Island, He was regarded as an officient, faithfull workman, and has been for three years in the employ of the company.

Thomas dane, blacksmith, assistant, was bally

garded as an officient, faithful workman, and has been for three years in the employ of the company.

Thomas Kane, blacksmith's assistant, was badly bruised and his spinal column greatly injured by the falling of a piece of timber on his back. He is thirty years old, and has a wife and family living at No. 111 West Thirty-eighth street.

Thomas Lottus, for the past nine years in the employ of John Ryan, stevedore of the pier, is a native of Scotland; when removed from under the debris, he was found to be scalded on the face, arms and chest, and otherwise badly bruised; he is now almost totally blind in both eyes. He is forty years of age, and has a wife and five children living at No. 47 James street.

Alexander Dryborough is also a Scotchman, and for the last four years has illied the position of sthware inspector for the Inman Company. He was crushed between the fallen timbers, and when extricated was found to be seriously injured. He has a wife and family living at South Bergen, New Jersey.

Samusi Hutchinson, American, aged thirty, is a carpenter on board the stoamship Fulton, of the New York and Hayre line; bis ribs were broken, face cut, and leg broken above the knee. He has a wife and child living at 140 Ailen street.

On Sauerdays, the sailing days of the steamships at this pier, from three to five hundred persons of both sexus assemble to see their friends and relatives off. The hour of departure is twelve o'clock, but the steamers seldom get off before a half hour later, at which time everybody rushes to the head of the pier, waving their handkerchiefs and sending forth a parting good bye. Such a scene was witnessed yesterday when the steamer left her moorings for her destination, impressing every one with the reflection that had the company have since determined to shu off all communication with the steam machinery at the head of the pier.

The following European and coastwise bound steamers left this port yesterday :--

The Pereire, of the General Transatlantic Company's

The Pereire, of the General Transatlantic Company's line, left pier 60 North river for Havre, calling at Breat, with the United States mails, 181 passengers, \$83,200 in specie, and full cargo, principally wheat.

The Europa, of the Anchor Line, left pier 20 North river, for Liverpool, with 30 cabin and 160 steerage passengers, and a full cargo of wheat, corn, cheese, &c. The City of Baltimore, of the Issian line, left pier 45 North river for Liverpool, calling at Queensiown, with the United States mails, with forty-nine cabin and a large number of steerage passengers and a full cargo of grain, cheese, bacon and lard.

COMPARTMEN

grain, cheese, bacon and lard.

The General Grant, of the George Cromwell line, left pier No. 9 North river for New Orleans, with a fair passenger and reight list.

The San Salvador, of the Empire line, left pier 13 North river for Savannah, with forty-five passengers and a two-thirds cargo of assorted freight.

The Monicomery, of the Black Star Independent line, left pier 13 North river for Savannah, with twenty passengers and a full cargo of assorted freight.

The Alabama left pier 14 East river for Charleston, with forty-five passengers and a complete assorted cargo.

with forty-five passengers and a compute amorted cargo.

The Champion, of the New York and Charleston Steamship Company's line, left pier No. 3 North river for Charleston, with eighty passengers and a three-quarters cargo of assorted freight.

The Valley City, of the Express Steamship Company's line, left pior 15 East river for Washington and Georgetows, with a full cargo of assorted freight.

Three European and six constwice steamers, six hundred and ten passengers and \$83,200 in specie.

## THE PARK.

The Beantiful Weather, the Crowd and the

Concert.
The Park yesterday was better attended probably than on any previous Saturday throughout the past season. The unusually favorable character of the weather, warm, bright and sunny, and yet not oppressive, induced nearly all who were able to do so to pay one more visit to the great breathing ground of our city. The reads in the afternoon were crowded with values Cad equipages

uniforms of the players looking yet gayer and more picturesque as their wearers passed over the verdant grass with the nimbleness of der. The camel, mounted by the angularly dressed individual who passes for an Arab, made his journeys across the Park with great frequency and expedition, and was followed as usual by a crowd of interested juvenite speciators. The menagerie, to which several interesting additions have recently been made, was visited by numerous students of natural history, who evinced their devotion in a very praiseworthy manner by cramming the unfortunate animals exposed to their tender mercles with crackers, apples and nuts. The Park yesterday, in short, presented in every respect its customary summer appearance. The chief point of attraction, however, was, of course, the music stand, around which were congregated an immense crowd of fashionably dressed people. The programme was given by the band in a very effective and brilliant manner.

History of Each Road from the Date of Its Charter to the Present Time-How and by Whom the Roads Are Controlled—The Principal Holders of Stock—The Causes Which Lead to Monopoly, and How the Travelling Public Are Imposed Upon.

The vast importance attached to our city railroads by all classes of our citizens renders occasional notices of their condition, progress and improvements both necessary and imperative. It is also the duty of the press while it records from time to time the operations of the various roads to wield its influence in endeavoring to check, if it cannot entirely remove, the bad effects of

they offer in the way of accommodation in transporting passengers to and from all parts of Manhattan Island, hand, it must be considered that the public, who are benefited by this accommodation, pay for it, and pay, too, considerably more than they should when the earnings and each receipts of the several compames are

By reference to the following statistics, which are carefully compiled from correct sources, and which present, in the most concise manner, a complete history, with full data, of each road, it will be clearly demonstrated that the older or principal roads can afford to run their care, charging a fare of four cents, instead of their present exorbitant beyond a certain boundary, the several companies thus enriching themselves and pocketing yearly thousand sands at the expense of the public, who have contributed to build up their roads and who maintain

During the time that the various companies charged ave cents car fare there was no complaint; the travelling public were transported to and from their homes and paid their fare willingly. Then came an in-ternal revenue tax upon the fare equal to one-eighth of a cent for each passenger; the fare was then forthwith raised to six cents. and when the public, with good reason, com-plained of this imposition, and represented to the offithey were prepared to sell tickets, in amounts not less down-town office of one of the principal companies, the "tickets are just out; call again," When tickets are had at a few of the up-town depots, the conductors re-fuse to take them from Harlom or intermediate additional cent added. The conductors, on leaving City Ball, when they do take tickets, charge two cents extra questioned as to the cause of this proceeding, then cluded from all redress. No excuse can possibly pal liate this wanton disregard of the obligations which those railroad companies owe to the public, and which every

railrosd companies owe to the public, and which every hour of the day is in contravention and a palpable violation of their several charters.

The time has arrived when the public should become awakened to these aguess and impositions and to adopt some remedies therefor. It is all monoshine for these companies to reply, when compitains are made, that high prices of hay and fodder, horselesh and salaries to drivers and conductors necessitate these illegal and exorbitant charges. A glance at the following statistics will tell its own story; gaures cannot he. From those statistics the evidence is conclusive that almost all of the companies controlling the street lines can afford to run their cars at a fare of four cents and still declare handsome dividends to the stockholders. It is true that while these companies exercise an oppressive away over the public they are themselves; controlled by a few stockholders, who, in many instances, hold a majority of the company's stock, these particular directors being directors and officers; but this agnities nothing to those who bear the brunt of this oppression. It does not matter to the public whether Mr. Hart or Mr. Sharpe, Mr. Law, Mr. Weed, or Mr. Anybody Else, controls immense amounts of stock in this or that railroad company, except to show how individual industice may be wielded for ignobic purposes. The mass of our community, besides an immense feating population, who are continually travelling on these street cars, are not benefited by the knowledge that they are overcharged through a monopoly created by a few sharethe knowledge that they are overcharged through a monopoly created by a few shareholders. It is sufficient for them to know that they are overtaxed is railroad fares, and also to know that some speedy action on their part is necessary if they would have their grievances promptly reduces the speedy action of the part is necessary if they would have their grievances promptly reduces the speedy action of the part is necessary.

sary if they would have their grievances promptly redrossed.

The Legislature in granting charters to street railroads, as well as all other railroad companies, makes it obligatory upon them to make out a report of their entire operations yearly, which report must be sworn to before a notary public of the city and county through which the several roads run, and presented to the State Engineer and Surveyor at Albany. In the majority of these reports, in their general statement of expenses, lumber and other material bought for additional workshops or to improve their palat al edifocs, horses, new ears, new engines, harness, purchases of real estate, &c., are included. In one company's report \$135.000 appears among the expenses, and \$121,000 in another, which amounts are, with numberless other items, called expenses, and dedocted from the earnings of the company. It is a well known axiom that a man can't spend a dollar and have the dollar thus spont; but if he receives the quid pro que for that dollar, and uses it in his business, that which the money buys represents so much money in stock; and so it is with corporations. If they lavest a certain amount in stock and real estate, they receive that which, in many instances, attains an enhanced value. Why, then, should the money thus invested be classed as expenses, when, on the contrary, it is adding so much to the real and personal estate of the corporation? Is it to throw dust in the eyes of the people, that they may not see the actual profits realized? Or is it that the companies are so blind themselves that they cannot see that the money thus expensed is represented by its equivalent? There is scarcely a street road that, with its stock, real estate and transfer of charter, would not bring at public auction to-morrow more than its actual cost, so eager would be the demand of capitalists to invest therein. It is idie, therefore, to conceal the fact that they are coining money, and that the fortunes the attained are made up from the hard earnings of the people, an The Legislature in granting charters to street railroads

the following list of roads the principal lines are drist mentioned.

THIRD AVENUS RAILBOAD.

Directors.—Robert Squires, William Remaen, Henry Hart, S. S. Riker, Malthy G. Lane, John B. Hobby, Wm. A. Darling, Henry R. Remaen, Wilson G. Hunt, Clarkson N. Foster, Peter McMarten, Wm. I. Valentine, deerge G. Waters.

Omicoz.—Robert Squires, President; John L. Gerb, Treasurer; Samuel R. Isaacs, Secretary; Ed. S. Dickenson, Superintendent,
Length of road, S. miles; number of cars, 170; rate of fare, 6 and 7 cents; chartered in 1852; commenced running July 4, 1854. Accidents—D killed; 18 Injured. Capital stock, \$1,170,000, all subscribed for and paid in cost of road, \$2,400,004; expense of operating road, \$502,544; expense of repairing road, \$3,013; funded and floating debt, \$1,350,000; carnings and cash receipts, \$1,025,083; profits, \$472,525. In this, as also in following reports, payments for real or personal property are deducted. Number of passengers carried over the road, \$20,000,000. Car route, City Hall, Yorkville and Harlem.

tary and Treasuror; Issae C. Buckhout, Engineer and Superintendent.
This being the pioneer city road, a few items connected with its operations may le of interest to the general reader. The Fourth avenue, or branch of the New York and Harlem Railroad, commenced running in 1847; the company's charter was obtained in 1831, and the 5rst mile of road laid in 1832, which was gradually lengthened at various periods up to 1852, when the main road was completed to Albany, a distance of one hundred and thitly miles. In 1847, the city care started from Tryon row (now City Hall), the terminus being at Fourteenth sireot, where they connected with the steam passenger trains. The length

Directors,—George Law, William H. Havs, Frederick E. Mather, Josse A Marshall, Joseph H. Godwin, Timothy Davis, James Murphy, Jacob Hays, Benjamin Nathan, John P. Cemmins, Timothy Towsend, Chauncey A. Waterbury and John S. Hent, Officers.—George Law, President; John S. Hunt, Secretary and Treasurer; Heiman B. Wilson, Superintensent.

retary and treasurer; iteman it.

Length of road, ten miles; number of cars, one hundred and fifty-one; rate of tare, six and seven cents; chartered 1852; commenced to run 1852; accidents, fifteen, four stiled and eleven injured; capital stock \$1,000,000, all subscribed for and pad in; cost of road, \$1,000,971; expense of operating road, \$237.547; expense of repairs, \$41,987; funded and floating debt, \$100,000; earnings and cash rece pts, \$725.724; profits, \$445,290; number of passengers carried over the road, 12,005,600. Car route, Autor House and Central Park,

12,095,000. Car route, Astor House and Central Park.

Birectors.—John Kerr, F. A. Falmer, Peter B. Sweeny, Thurlow Weed, James Murphy, Charles Curtia, George Law, Jacob Sharpe, Charles Johnson, Hugh Smith, J. A. Marshall, John Anderson, T. B. Kerr.

George Law, Jacob Sharpe, Charles Johnson, Hugh Smith, J. A. Marshall, John Anderson, T. B. Kerr.

George.—President, John Kerr; Trassurer, F. A. Falmer; Secretary, T. B. Kerr.

Longth of road, eight miles; number of cars, ninety-eight; rate of fare, six cents; chartered in 1864; commonced to run, 1864; capital stock, \$1,200,000, all subscribed and paid in; cost of road, \$1,608,755; expense of repairing road, \$23,580; expense of operating road, \$23,580; expens

Car route, Barclay (Astor House) and Fifty-nisth streets, through Greene street, University place and Broadway.

CENTRAL PARE, RORYH AND EAST RIVER BELT EOAD, AND

TENTR AVENUE ROUTES.

Directors—John Butler, Jr., James Bowen, C. G. Cornell, Wm. M. Tweed, C. C. Clark, C. Burkhalter, A. L.

Brown, Isaac Beil, Thurlow Weed, W. R. Anthony,
David Dows, James B. Taylor, John K. Pruyn.

Officers—John Butler, Jr., President; Charles Burkhalter, Vice President; Sidney E. Fordham, Secretary;
John Butler, Jr., Superintendent; Henry S. Butler,
Superintendent western division; Abraham Brown,
Superintendent western division, ifficen and a half
miles; six and a half miles, western division; number of
cars running, eastern division, thirty; western fortythree; rate of fare, six cents on each division; chartered
in 1864; commenced to run in 1804; secudents, four
killed; capital stock, \$1,800,000; amount of stock subscribed, \$270,000; amount of stock paid in, \$955,000.

Oost of road, \$1,608,459; expense of operating road
(State Engineer's report), \$427,115; funded and floating
debt, \$531,302; carnings and cash receipts, \$555,008.

As the expenses for repairing road does not accompany
the report, the profits cannot be arrived at. Number of
passengers carried during the past year is 9,314,964.

Car route, eastern division—Battery to Front
street, Old slip to South. South to Cortears
up Cortears to Grand, through Goork to Houston, down
Houston to avenue B, up avenue B to Fourteenth, through Fourteenth to avenue A, up avenue A to
Twenty-third, through Twenty-third to First avenue, up
First avenue to Fifty-nist, through Fifty-nist to
Tenth avenue. Here the western division begins, leavund the city.

An election for directors was held a few days since,
but up to the time of going to press no choice of officers
had been ballotted for.

Econo Avenue.

Directors—Julius Wadsworth, President; Ed. Haight,
Heary A. Kent, Welcome R. Arnoud, Thomas Crane,
George Bell, Frederick A. Lane, John Riley, George
Bell (of Hicks & Bell).

Office

Harlem Bridge.

SIXTH AVENUE.

Directors—Theron R. Butter, Gordon W. Burnham,
Jonathan Thorne, W. R. Sawart, A. G. Jones, Josiah
Jox, Richard Mortimer, Frederick De Peystor, Waldo
Hutchins, John Wilson, Henry Demarest, Henry Salisbury, Edward Minturn.

Officers—Theron R. Butter, President; Henry S. Moore,
Treasurer and Socretary; J. B. Bidgood, Superintendent.

Ogierra—Theron R. Buller, Presugent; Behry G. Moore, Troasuror and Socretary; J. B. Bidgood, Superintendent,
Leugth of road, four miles; number of cars, seventy-three; rate of fare, six cenas; chartered, 1852; commenced to run, 1852; accidents, killed six, injured three; capital stock, \$750,000, all subscribed for and paid in; cost of road, \$1,499,863; expense of operating, \$330,591; expense of repairing road, \$188,622; funded and floating debt, \$180,000; earnings and cash receipts, \$655,346; profits, \$123,183; number of passengers carried over the road, \$,333,737. Car route, Astor House and Fifty-ninth street.

DEV DOCK, EAST BROADWAY AND BATTERY.

Directors—William Richardson, Jacob Sharpe, Thurlow Weed, Charles Johnson, Charles J. Lowry, John T. Conover, John Kerr, Hugh Smith, A. F. Smith, Charles Curtuss, B. B. Hotchkins, John E. Develin, William White.

Officers—William Richardson, President; F. A. Paimer, Treasurer.

Length of road, twenty-five miles; number of cars, ninety; rate of fare, six conts; chartered 1855: commenced to run 1856; capital stock, \$1,209,000, all subscribed for and paid in; cost of road, \$554,256; expense of reparing road, \$254,285; expense of repairing road, \$21,884; funded and floating debt, \$550,000; earnings and cash receipts, \$463,660; profits, \$127,491. Number of passengers carried over the road, \$700,715. Car route, Herald office, Fourteenth and Thirty-fourth streets. The East Broadway, Cortlandt street, Chinton street and East Canal street cers, are all offshoots of this road, and are [covered by the same directors and officers, who thus course five different lines.

Shook, Amos T. Hatfield, John Kerr, Hugh Smith, Charles C. Clark, Peter B. Sweeny, S. R. Jacobs, James Murphy.

Officers—John T. Conover, President; Amos T. Hatfield, Treasurer; Amos T. Hatfield, Secretary; George B. Malondy, Englacer; John T. Conover, Superintendent.

Length of road, nine miles; number of cars, fortynine; rate of fare, six cents; chartered 1865; commenced to run 1865; accidents, killed, two; injured, one; capital stock, \$500,000, all subscribed for and paid in; cost of road, \$1,698,765; exponse of operating road, \$16,302; founded and floating debt, \$704,000; exrainings and cash receipts, \$251,429; profits, \$103,257; number of passengers carried over the road, \$600,750. Car route, City Hall, through Blocker, and terminating at Fourteenth street. This line has a short branch of its road intersecting the southeastern part of the city.

Porty-second stream and Grand stream frame.

Directors.—John Green, John Petitigrew, William J. Simms, Moses Ett, John Mansfield, Philip Woodbouse, Charles Cursis, Samuel R. Jacobs, John C. Guutter, Henry A. Hurbourt, Jedediah Milier, O. B. Matteson and Daniel Van Desco.

Officers.—John Green, President; Charles Curtis, Secretary and Treasurer.

Lough of road, five and one-eighth miles; number of

nerry A. Furrours, seedelan Miller, O. B. Matteson and Daniel Van Dusen.

Officers.—John Green, President; Charles Curtis, Secretary and Treasurer.

Lough of road, five and one-eighth miles; number of cars, forty-two; fare, six cents; chartered in 1863; commenced to run in 1863; accidents, two killed and two injured; amount of stock subscribed, \$750,000; amount paid in, \$750,000; cost of road, \$962,529; expense of operating and repairing road, \$16,4615; funded and floating debt, \$260,000; earnings of the road. \$299,646; profits, —; number of passengers carried, 4,933,233.

Car route from Forty-second street, Weehawken ferry, to Tenth avenue, through Tenth avenue to Thirty-fourth atroet to Broadway to Twenty-third, through Twenty-third to Fourth avenue, down Fourth avenue to Fourceenth street, through Fourceenth street in avenue A. down avenue A. to Houston to Cannon, down Cannon to Grand street and to ferry, East river.

NINTA AVENUE.

Directors.—George Law, William H. Haye, Mouthorne Tompkins, Jr., Paul N. Spofford, William Ranestyn, William Ranford, James Murphy, Jacob Hays, John Petitigrew, Benjamin Sathan, John S. Hunt, Chauncey A. Waterbury, John C. Thompson, — Officers.—George Law, President; William H. Hays, Treasurer; John S. Hunt, Screetary, George W. Sherman, Superintendent.

A Waterbury, John C. Thompson, Officers.—George Law, President; William H. Hays, Treasurer; John S. Hunt, Secretary, George W. Sherman, Superintendent.

Length of road, thirteen miles; number of care, thirty (some added since last report); rate of fare, six cents; chartered, 1858; commenced to run, 1859; accidents.—injured, nine; capital stock, 4500.000; amount of stock subscribed, \$799,300; amount paid in, \$795,360; cost of road, \$445,266; expenses of operating road, \$40,482; expenses repairing road, \$10,251; funded and floating debt, \$112.000; exernings and cash receipts, \$73,275; profits, \$22,032; nomber of passengers carried over road, 1.561,047. Car route, Follon ferry and Weehawken farry (Fotty-aixth street, North river).

Harlem Bridge, Morrisania and Fordham Director.—A. B. Tappen, William Cauldwell, Charles H. Hinnan, William Romsen, Henry R. Reinsen, H. B. Wynkoop, John B. Haskin, Horace P. Whitney, Edward Banck; John Bussing, A. B. Whitney, H. B. Kirk, T. C. Tolman.

Officers.—A. B. Tappen, President; William Cauldwell, Treasurer; Charles H. Hinman, Secretary; George S. Taompson, Superintendent.

Length of road, five miles; number of care, nineteen; rate of fare, six to ten cents; charlered, 1863; commenced to run, 1864; accidents, one killed, one injured; capital stock, \$200,000; amount subscribed; amount paid in, \$72,000; cost of road, \$203,200; exernings and cash receipts, \$75,522; expense of operating road, \$45,360; expense of repairing road, \$4,147; funded and inosting debt, \$120,500; earnings and cash receipts, \$75,522; profits, \$15,172; number of passengers carried over the road, \$25,800; earnings and cash receipts, \$75,522; profits, \$15,172; number of passengers carried over the road, \$25,800; earnings and cash receipts, and the fact that many of these guardians of the public's funds control immence amounts of stock, the conclusion is adduced that there is a therough understanding between the majority of the companies, and that the monopoly at present existing is supported and kept alive by t

rector in two; John S. Hunt is Secretary one and Treasurer of another; Hugu Smith is director three; Fraderics A. Palmer of three; John Pottigrow two; Peter B. Sweeny is director in two; Jacob Sharpe director in three; Charles Johnson is director in two Charles Curtis secretary and treasurer in one, director awo; Jacob Hays in two; Waldo Hutchins in two; and William H. Hays in two. Thus are sixteen men holding office in, and more or less controlling, ten different conpanies.

office in, and more or less controlling, ten uncrease conpanies.

Now that they have an opportunity of being correctly
informed, can the public longer wonder that their complaints are unheeded that they continue to be the victims of an exacting monopoly? It is alleged that Mr.
George Law, who is President of the Eighth and Ninth
avenue roads, owns three-fourths of the stock of the
Ninth and five eighths of the Eighth avenue lines.

From the above statements, with their accompanying
statistics, if will be seen that, in the mammost cordon of
street roads ramifying and encircling the city, they
are governed, controlled and connected by a community
of interests, and that they present at this moment, to
the public of the mistropolis, one of the most supendous
memopolies known in American history, it may be
added, in any republican government in the world.
Out of nineteen city lines eight are governed by two
companies and ten influenced, and in a great measure
controlled by sixteen individuals.

### INTERNAL REVENUE MATTERS.

Important Whiskey Scizures Yesterday-A Stir Among the "Operators"-Rich Develop-ments Forthcoming.

Collector Bailey, of the Fourth district, in

Bourbon Company, now before the courts for ex prominent whiskey dealers in this city and self warranted in such action, he forthwith applied to spectors detailed to act under his instructions in ferre the modus operandi by which they were being so co stantly perpetrated. The application was favorably regarded in Washington, and Inspectors Connatty, Bar rows and Porter were detailed to act under the collecand the third to Duhuque, the three centres whence it was surmised the "fraud" whiskey which deluges the market was operated. These officers "sur-veyed" the localities to which they were sent very critically, kept up constant correspondence with each other and with the collector, and after due inves tigation and comparing of notes arrived at the conclu down to a spot," Upon the information so obtained report was prepared by the collector and transmitted to the Commissioner of Internal Revenue, detailing the ramifications and laying bare the machinery by which the alleged frauds were consummated; and upon this report, as a basis of action, the department ordered to be made the seizures which yesterday threw whiskeydom into convisions. Documents are in possession of the officers which, it is alleged, will directly coanect with enormous awindies a large number of heavy operators in this city bosides those already brought under governmental ban. A rumor was current yesterday that the initiative in these proceedings of seizure was taken by certain distillers, who have for some time been cognizant of the illegal procedings of heavy rectifiers; and these latter, it is averred (and not the distillers proper), are at the bottom of the whole fraud system. How this may be cannot be positively stated; but it is certain that most of the establishments seized yesterday were rectifying houses, and they are now in charge of revenue officials. Further developments will be made at an early day. In one instance the officers on making the seizure were unable to procure the key of the afe, and measures were taken to lorce it open; but as Collector Bailey thought it better to leave it closed until Monday, it was duly sealed and placed in charge. If the key be not forthorming to morrow, the officers will take effective means of getting at the contenns (among which, it is surmised, are documents that will greatly aid the further investigation to be instituted).

Among the establishments seized are those of S. C. Boohm & Co., No. & Cedar street; Tenth avenue, near oner of Internal Revenue, detailing the

to be instituted.

Among the establishments seized are those of S. C. Bohn & Co., No. 6. Cedar street; Tenth avenue, near Thirty-eignth street, and avenue A. near Twenty-sixth street; Cuthbert & Cunningham, John street, Brooklyn; Joseph Jones & Co. Whitchall street, and Samuel Engle, First street, Williamsburg.

Others are also under seizure, but for the present the officers decline to make further d sciosures.

The following seizures were made by order of the Metropolitan floord:

Thirty-five barrels of whiskey at the rectifying establishment of E. Eisig, No. 65 Front street. Charge—Falsely branded.

lishment of E. Eisig, No. 66 Front street. Charge—Falsely branded.

Allo the rectifying establishment of A. B. Kays, No. 116 Front street, Brooklyo.

A large quantity of whiskey in the establishment of Parrar & Lyon, wholesate dealers, South street. Charge—Reeping no books.

Five barrels of spirits at No. 218 Pearl street. Charge—Irregularly branded.

Inspector Harvey on Friday last seized ten cases of plug tobacco in Cedar street, and succeeded yesterday is finding the manufactory in which this tobacco was manufactured, 212 West street. A counterfeit branding plate was also found in this establishment, and with it the cases in question are stieged to have been branded. No owner has as yet been found for the tobacco. It is further alleged that this manufactory has been carried on for some time without a license. Its capacity is about five thousand pounds per month, which ought to yield a monthly revenue of about \$2,000.

Inspector Harvey also seized thirty thousand cigars, unpacked and unstamped, on a carr in Delancey street, all these cases will undergo immediate investigation.

third street and Broadway, last evening. Very little

## THE NATIONAL GUARD.

INSPECTION OF SECOND AND POURTH BRIGADES INPANELY Next week will be a busy one for the National Guard. the following regiments being ordered to parade & Tompkins square for inspection and review:-Monder, October 21, Third infantry and Eleventh infantry, at the A. M; Tuesday, October 22, Fifth infantry, ten A. M.; Wednesday, October 23, First artillery, ten A. M.; Friday, October 25. Fourth infantry and Ninetysizth infantry, ten A. M.

The papers in the Farrar court martial case have gone up to the commander-in-chief for his approval or disapproval. A decision may be expected in ue course of a few days. A court martial to consist of Major Seebach, Fifth infantry; Captain Eli Tayer Eighty-fourth infantry, and Captain Rahe, Ninetyeixth infan try, is to assemble at the armory of the Fith infantry, in Hester street early in November, for the purpose of trying Captain Nicholas Miller, Compay I, Captain

in Hester street early in November, for tie purpose of trying Captain Nicholas Miller, Company I, Captain John Schiemer, Company B, and captain Casper Schneider, Company K, all of the Sixth infantry N. G., on charge of neglect of duty is not making proper returns of paranes, &c., preferred by Luttenant-Colonel Bernard Schwartz.

RECHIFTONS OF COLONIS.

On Wednesday evening, October 65, the Eighth infantry, National Guard, assembled in Madison square for the purpose of proceeding to the estadence of Colonel William S. Carr, in Fifty-first stree, to honor him with a screame, in view of his sair return from Europe. There was a large attendance of sembers, and, as they proceeded to the quarters of 10 Colonel, headed by Grafulia's band of thirty-three pieces, they presented quite an imposing appearance. It was about ton o'clock when the regiment reached is destination, and the honored commandant was called forth to respond to the bestiff. After an hear or sespent in congratulatory remarks, the regiment retired and the Colonel was left in quietude with his family. In Thursday-evening, October 17, the Sixth regiment infantry, National Guard, assemble at the Armory, in Cento Market, for the purpose of giving a welcome home to Colonel Joel W. Mason, who returned to town on Wednesday, having saided aday after Colonel Carr. The Colonel was brought to the armory in a carriage, under escort of Major Kinney and Licutsonant Rayner. Upon entering the armory in a carriage, under scort of Major Kinney and Licutsonant Rayner. Upon entering the seniory and Licutsonant Rayner. Upon entering the seniory and Licutsonant Rayner. Upon entering the seniory and Licutsonant Rayner. The officers of the true stood Licutsonant Colonel Schwartz while a few feet in his rear was General Burger and staff in full uniform. After the hulaying of the band and the cheering of the master sould be cheering of the master sould be seniored to the company meeting room up staff, and particular has just been issued from the leaded and into officers of this